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[a213] THE MANAGER

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ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that are already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Lieber. P. O. Box, 24. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VOGES ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 9TH, 1910.

A few days ago we made some comments in this column on an interesting situation which had developed in Haiphong regarding Chinese official representation in Indo-China. The French have always resisted the demand of China to be officially represented in that territory, but have granted a measure of representation to the Chinese on the Municipal Council of Haiphong in much the same way as their interests are looked after in Hongkong by Chinese members on both the Sanitary Board and the Legislative Council. Not satisfied with that, a personage calling himself the "Official Representative of the Delegate for Foreign Affairs in Yunnan" has claimed to officially represent China in French territory, and, as stated before, the matter has been referred to Peking. Since the subject was mentioned by us, we have heard it urged that it would be advisable and beneficial were the Chinese Government to have a recognised agent in Hongkong. The problems which frequently arise in the commercial sphere would thereby be rendered more easy of solution, and it is contended that better and more intimate relations between the respective Governments would be fostered. The ideal is without doubt a laudable one, but experience suggests that the difference between the ideal and the actual would be too pronounced to afford the slightest reason for hope that such a scheme could ever

recommend itself to the Government of the Colony. An accredited agent of the Chinese Government, or of the Kwangtung Provincial Government, would, to all intents and purposes, be a glorified Chinese Consul, so that the latest proposal is practically the old one under a new guise. It is not supposed to aim at consular representation, but merely to establish facilities for consultation between accredited agents of the respective Governments. Whatever the name, the principle would be the same. To suggest that such a representative should be consulted by the Registrar-General and by the Hongkong Government in any course of action affecting Chinese is almost certain to provoke an unequivocal negative from the Hongkong Government. Were such a procedure followed the authority of the Hongkong Government would be weakened, and the creation of another authority within the Colonial Jurisdiction could only lead to constant irritation menacing to the peace of the Colony. The Registrar-General stands in the position of Protector of Chinese, and it is an eloquent tribute to the office and to its holder that the local Chinese have so clearly demonstrated their confidence in the Department. Were an accredited agent of the Chinese Government permitted here, his influence and protection would be asked when the control of the Colonial Government was likely to prove irksome to individuals, and instead of improving a state of affairs which is, perhaps, not altogether free from complaint, confusion would be rendered worse confounded. Such a representative would become a refuge for those persons who at present find it more convenient to quit the Colony, and authority being divided and therefore weakened Hongkong would suffer in every way. Unpalatable though it may be to the Chinese Government, it has to be realised that no scheme for its representation in Hongkong can be countenanced. The Chinese Government will always have its unrecognised agents in Hongkong, but that is a matter which does not concern us. However, with the ready communication between the Provincial Government and the Colonial Government, there should, without recourse to its unattractive aspect from the British point of view, add to the number of domiciliary problems, be little difficulty in settling any questions that may arise.

The incident in Indo-China also calls attention to a cognate subject. That is the participation of local Chinese in the government. In Hongkong the Chinese members of the Sanitary Board and the Legislative Council are nominated by the Governor-in-Council, but in Indo-China the elective principle is recognised. It is urged that the same principle should be applied to Hongkong, the Governor-in-Council having the right of approval. No objection is taken to the present members of the Sanitary Board or the Legislative Council. They are regarded as representative men of the Chinese community, but if they had behind them the expressed opinion of an electorate their opinions would possess more weight and their utterances would have a greater value. It is a subject that has been discussed before in Hongkong, and the difficulties are recognised. So far the chief obstacle seems to be the electorate. Should it be property owners, shopkeepers and foks, or should it be recognised heads of firms. It seems to us that a broad and at the same time satisfactory basis for the suffrage is provided by the street committees brought into existence to deal with the dumping evil. These committees, elected by the residents of the various areas of streets, might be constituted, with the dispensary committees and Tung Wah Hospital committee, the electorate to vote for representatives to the two bodies mentioned. In this way the Chinese community would have a more direct voice in administrative affairs which concern them, and even if they did not change the present personnel of their representation they would benefit by the greater interest manifested in local government.

Several cases of kidnapping of Chinese boys in the Colony have been reported to the police.

It is reported that the Russian troops at Vladivostok, which are now carrying on a series of flying experiments by aeroplanes, propose to undertake an aerial voyage as far as Harbin.

A typhoon warning received at the American Consulate-General, Hongkong, from the Manila Observatory at 12.00 p.m. yesterday reported a depression in the northern part of the China Sea, advancing westward.

The leasehold property known as "Glen-thorne," Kimberley Road, Kowloon, was yesterday offered for sale by auction by Mr. G. P. Lammett at the sale room in Duddell Street. The bidding went up to \$18,500, at which figure it was bought in.

Mr. Leland Harrison, the second secretary of the American Legation at Peking, has been transferred to the American Embassy at London, and will leave shortly for his new post.

Sir Joseph Fayer reports to the police that while he was bathing at Little Saiwan Bay on Wednesday afternoon he lost from his finger a gold-finger ring set with a sapphire and other stones worth £15 15s.

Long service medals will be presented by His Excellency Sir Henry May to Captain Nicholson, Sergt. Major Gray and Sergt. Major Logan at a smoking concert to be held at the Volunteers Headquarters on October 1st.

On account of the difficulty of finding a competent successor for Lord Li Chang-fung, the Chinese Minister to the Court of St. James, the Waiwan has asked the throne to have Lord Li Chang-fung continued in his present position for the time being.

The s.s. *Nubia* arrived here yesterday with the crew of the wrecked cruiser *Bedford* on board. They will proceed home with this steamer which leaves Hongkong tomorrow. The s.s. *Empress of India* brought down Captain Fitzherbert, several of the officers, 110 men and five Chinese.

A large number of books, periodicals, magazines and illustrated papers are required for the use of the troops leaving here next month in the s.s. *Bhilla* for home. Any such literature will be gratefully received by the Acting Captain (Rev. A. B. Thornhill) either at St. John's Cathedral, or at the Park Hotel.

The Chinese at Shanghai have discovered still another way of evading Municipal taxation, a house owner being convicted of having let a house as a godown for several months, although the house bore a "To Let" sign. He was yesterday ordered by the Mixed Court Magistrate to pay the arrears of taxes, as well as the taxes to the end of the present year.

The Provincial Government of Szechuen has, says a Shanghai contemporary, decided to improve the route between Szechuen and Tibet. They propose to open a new road from Chiamdo to Lhasa, a distance of 2,500 li. The road will have a width of 15 Chinese feet, which will be sufficient for two ox-wagons. The route will be used for commercial and military purposes. The funds will be drawn from the Government Treasury.

Boxing is a sport liable to be misunderstood in Japan. We extract the following paragraph from the *Japan Gazette*:—A series of boxing matches were held on Honmura Road on the afternoon of the 25th August between blue-jackets from the U.S.S. *Charleston* and *Bathou* in port. These were mistaken by Japanese, passers-by for a fracas. The matter having been reported to the Kaimado Police Station, some ten policemen were sent to the scene. As the result of examination the alleged fracas turned out to be a boxing tournament, but the assemblage of blue-jackets was dispersed by the police according to thoroughfare regulations.

COMEDY IN HONGKONG.

The Warwick Major Comedy Company followed their opening success with another triumph last night in the production of that most mirth-provoking play "Are you a Mason?" The two married men who "explained" to their wives many absences by the fact that they had been attending the Freemasons' lodge meeting provide most of the fun. Mr. Robert Stephenson, as Amos Bloodgood, had all the briskness necessary for the breezy father-in-law, and Mr. G. F. Story did well as the son-in-law, while Miss Minnie Rayner essayed the part of Mrs. Caroline Bloodgood very satisfactorily indeed. Miss Maudie Stewart Drewry and Miss Nina Osborne filled their respective parts with grace and charm, the latter showing the possession of exceptional vocal gifts. Mr. Kenneth Brampton as George Fisher masqueraded with success as a young girl, creating no end of fun, and Mr. Jess Sweet was very happy in the role of the Jewish moneyman, while Mr. Reginald Rivington had a fine theatrical get-up as Hamilton Travers. Mr. Ronald Garland ably filled the part of Ernest Morrison, Miss Sweetie Dale was very funny as the cook Lotie, and Misses Maud Gould and G. Coleman were equal to the demands made upon them in minor roles. Miss Georgie Corless did not have a place in the cast, but she contributed several musical numbers and was received with the cordially usually extended to her. The farce, on the whole, was admirably presented and thoroughly amused the audience.

THE WRECK OF THE "BEDFORD."

REFLOATING CONSIDERED IMPOSSIBLE.

The latest news from Japan regarding the wreck of H. M. S. *Bedford* is that the ship has listed five degrees to starboard. At high tide her upper deck is submerged. Huge rocks are penetrating into the engine-room, and in consequence there is no fear of the cruiser heeling over. Great difficulty will, however, be experienced in re-floating the cruiser. The bodies of those who were drowned in the engine-room have not been recovered. Attempts have been made to recover the bodies, but this has so far been impossible owing to the high seas and the consequent motion of the cruiser.

Another report says that the guns and other articles taken off the *Bedford* have been transferred to the Japanese warship *Idzumi*. The work of re-floating the cruiser is now considered almost impossible. Only one man, an engine-room artificer, escaped from the flooded stokehold. He was carried to the top of the compartment by the water and managed to grasp a grating, afterwards scrambling to a hatchway and safety. Two of the victims, an artificer-engineer and a chief stoker, were married.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

THE U.S. CUSTOMS INCIDENT.

OBJECTIONABLE REGULATION
WITHDRAWN.

LONDON, September 8th.
An official reply from Washington states that a new consular circular, or rather a modification of the old one, is in preparation in deference to the protests of the British textile exporters, who complain of the possibility of American manufacturers appropriating trade secrets.

THE ALLEGED SPY.

LONDON, September 8th.
The name of the German subaltern arrested while sketching the fortifications at Portsmouth is Helm. He has been remanded to Winchester Gaol. He denies being a spy, and says he was sketching only for his own information.

DEATH OF HOLMAN-HUNT.

LONDON, September 8th.
The death is announced of Mr. William Holman-Hunt, O.M., D.C.L., the well-known painter, and one of the three founders of the Pre-Raphaelite Movement.

BRITISH TRADE RETURNS.

LARGE INCREASES.

LONDON, September 8th.
The increase in imports in August (as compared with the returns for August last year?) amounts to £9,619,413, and in the exports to £6,524,183. The latter is represented principally by ships, iron, steel and cotton wool.

THE ST. LEGER.

LONDON, September 7th.
The St. Leger was run to-day at Doncaster with the following result:

Swynford ... 1
Bronzino ... 2
Lemberg ... 3

The betting was 9 to 4 against Swynford, 20 to 1 against Bronzino, and 5 to 4 on Lemberg.

THE INTERNATIONAL ARBITRATION.

THE NEWFOUNDLAND FISHERIES DISPUTE.

LONDON, September 7th.
The President of the Arbitration Tribunal sitting at The Hague to settle the Newfoundland Fisheries Dispute between the United States and Great Britain has delivered his award on the seven points submitted to the judgment of the Tribunal. Two of the most important are decided in favour of Great Britain, who thus obtains the power to make laws for regulating the fisheries without submitting them to the approval of the United States.

PERSIAN REFORMS.

LONDON, September 7th.
From Tehran it is reported that the Mejlis had decided almost unanimously to employ American financial advisers instead of French as previously agreed.

LATEST STEAMER MOVEMENTS.

The P. & O. S. N. Co.'s str. *Palawan* is expected to arrive at Colombo on the 14th inst. at noon.
The S. S. Co.'s str. *Empress of Japan*, which left here on the 6th ult., arrived in New York on the 4th inst.
The P.M. str. *Siberia*, which left here on the 6th ult., arrived at San Francisco on the 4th inst.

SUPREME COURT.

Thursday, September 8th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

A DEAF AND DUMB DEFENDANT.

The action was continued between S. A. Marican, proprietor of the Dragon Cycle Co., and Chin Pak Ngok, in which the plaintiff sought to recover \$7,771.85, part of which was due for goods sold and delivered; \$500 of which was the purchase price of a horse sold to defendant in July, 1908; and the remainder for interest at the rate of eight per cent. per annum.

Defendant, in his counterclaim, asked that an account be taken of all dealings and transactions between the plaintiff and defendant, and the amounts charged the defendant by the plaintiff in such dealings and transactions; and of all monies paid by defendant to plaintiff on behalf of the defendant; and that the plaintiff be ordered to pay to the defendant such sum of money, if any, as shall be found to be due to the defendant. Defendant also asked for return of a "Richard Brosier" motor car, damages for the conversion of same; further or other relief; and costs.

Mr. M. W. Slade, K.C., instructed by Mr. C. E. H. Beavis, (of Messrs. Wilkinson & Grist), appeared for the plaintiff, and defendant was represented by Mr. C. E. Alabaster, instructed by Mr. Hinds (of Messrs. Brutton & Hett).

Mr. Alabaster, in opening the defence, referred to the Daimler motor car ordered by defendant and seized by Marican. Plaintiff had told the Court that Mr. Knox was travelling in Europe, and even if the defendant had tendered \$2,000, plaintiff could not possibly, without committing another trespass, have returned the car. The car now belonged to Mr. Knox.

Mr. Slade—Your case is that it does not. Mr. Alabaster—The car is ours. You took it from us and sold it to Mr. Knox. It is the most extraordinary piece of high-handed action that I have ever heard of.

Mr. Slade—Your action was low-handed because you did not pay.

Mr. Alabaster—We are not going to pay you. We are entitled to the return of our car whether we pay \$2,000 or not. There can be no defence to our claim for that car. We are entitled to have it now, and they won't give it to us.

Mr. Slade—You never asked for it.

Mr. Alabaster—We have demanded it in our counterclaim, and they ought to have sent it at once. We are entitled to very heavy damages for the conversion of that car. No question of a lien can come in whatever.

His Lordship—The damages wouldn't be anything.

Mr. Alabaster—Why not?

His Lordship—Because it was seized for rent.

Mr. Alabaster—It didn't justify a total stranger paying off a distress of a very small amount and keeping the whole of the property distrained to the value of \$7,000.

His Lordship—What would have been the position of affairs supposing the plaintiff had not seized the car? It would have been seized by the landlord for rent, put up to auction for what it would fetch, and the balance—

Mr. Alabaster—The balance, after paying \$21 odd, would have been returned to the defendant.

His Lordship—Of which he would then have been liable to pay \$2,000 to Marican. That is the position of affairs.

Mr. Alabaster—Marican had a claim against us for \$2,000, but that does not justify him seizing some of our property and satisfying the claim out of it.

His Lordship—I confess I don't see that your damage is very much.

Mr. Alabaster—He seized our car for a debt which anybody before the actual distress took place, might have paid off for us, and we would have lost the car. Marican committed a trespass in taking the car, for he had no instructions to go and see the condition of that car.

His Lordship—On the other hand, he was in the position of having guaranteed \$2,000 on the car. I cannot help thinking that a jury would find that he was quite justified in protecting himself. He guaranteed the defendant's promissory note for \$2,000 in favour of the car and he found the car going to wreck and ruin.

Mr. Alabaster—So he bagged it.

His Lordship—It was left a month without being looked after. He took it to relieve himself of the liability which he had incurred by guaranteeing the owner of the car.

Mr. Alabaster—He levies his own execution without obtaining judgment.

His Lordship—I still think your damages for conversion would not be more than a farthing.

Mr. Alabaster—A document has just been put into my hands which if I had had before I should like to have put to Marican.

His Lordship—I'm afraid I cannot allow that if you want it to make a definite application afterwards.

Mr. Alabaster—Your Lordship is looking at the facts. In law I am entitled to damages.

His Lordship—The damages would be nominal.

Mr. Alabaster—If nominal damages were given for such a trespass everybody would know that without the expense of going to law they could levy their own execution.

His Lordship—That is another matter. That I am puzzled about.

Mr. Alabaster said the plaintiff ought to have gone to law and got judgment, and got the car under an execution. Instead of that he committed a tortious act. He levied his own execution, seized the car, and the defendant was entitled to damages. It was suggested that having got

the car plaintiff had a lien on it, but there could be no lien for a great number of reasons. It was absolutely settled law that there could be no lien where the property had not been taken lawfully. He had pleaded that defendant was an expectant, not necessarily an heir-at-law, but an expectant.

His Lordship—His father is dead, and according to Chinese law, unless you prove the contrary, he was in fact the owner of his share.

Mr. Alabaster—Not during his mother's life. Plaintiff said he was the son of a rich father, and that he attempted to get payment out of the mother.

His Lordship—Why do you harp on expectations?

Mr. Alabaster—Because that is a word used in a great many cases. This man has general expectations on his mother's death.

His Lordship—Unless you show me to the contrary, this man came into the rights to his property after his father's death.

Mr. Alabaster—That does not prevent other members of his family being extremely rich, and it does not prevent him from having expectations from them. The man is deaf and dumb, and practically illiterate. Such people come within the same principles of equity as expectant heirs in the correct sense of the word.

His Lordship—If a man who is the owner of property chooses to make bargains you may call reckless, why is he to be prevented by principles of equity?

Mr. Alabaster referred his Lordship to a number of cases in support of his contention.

His Lordship—The only possible way you can bring those cases in is by contending that he did not understand what he was doing.

Mr. Alabaster—I have proved that I am one of the classes who require to have my contract reviewed. I have proved that my client was deaf and dumb from birth, and I have also proved that being a young man only recently come of age he has suddenly, in the space of one year, developed an enormously extraordinary passion for motor cars. He bought a car in 1907 and paid for it, and in 1908 he bought four. The fact that the man is deaf and dumb entitled him to protection, and entitles him to have his transactions reviewed by the Court.

His Lordship—I want you to deal with the evidence of his intelligence.

Mr. Alabaster—I am not pleading insanity, my Lord, but he did not and could not have understood all these transactions.

His Lordship—It seems to me the evidence is pretty strong that he did understand. That is the point you have to deal with.

Mr. Alabaster—I submit that he did not and could not. In the first place, plaintiff has called neither of the interpreters, and it is for him to prove that those contracts were made.

His Lordship—The evidence of Mr. Smith and Mr. Dennis seems to be fairly strong on that point.

Mr. Alabaster said it had not been proved in the best way such a thing could have been proved, by calling somebody who understood his language, although it was admitted that there were two persons in existence who did. That was the only way the assent of a deaf and dumb man could be properly proved.

The hearing was again adjourned.

RETIREMENT OF A SHANGHAI MERCHANT.

Among the passengers who left Shanghai for Europe on the N.D.L. *Goeben* was Mr. O. Meuser, one of the oldest German residents in China, who is returning to Germany to settle down with his family after a long and active association with Shanghai. Mr. Meuser, the N.O. *Daily News* says, first came to China in 1875 to join the firm of Hesse & Co., of Canton. After a few years in South China he came North, to enter the firm of Adamson, Bell & Co., in whose service he rose to a leading position. He retired in the late 'nineties when the firm was incorporated with Dodwell & Co., and became a partner in the well-known firm of Rodde & Co. He identified himself in many ways with the social, sporting and administrative aspects of Settlement life. In his younger days Mr. Meuser was an enthusiastic rowing man. He rowed in numerous German fours, and on several occasions was a member of a winning crew in the regattas.

Among the German community he will long be remembered, both for his interest in the German school—an interest which never flagged from its foundation in April, 1895, until the present day—and for his long connection with the Municipal Council, upon which he sat as German member first in the 'nineties, and uninterruptedly since 1901. He was Vice-Chairman during several terms of office, but it was chiefly as a member of the Public Works Committee that his services were most valuable.

Mr. Meuser's principal recreation was a long walk daily, and he turned his walks to account by visiting the sites of public works and improvement, so that he was always able to give advice from his own personal knowledge when occasion arose. His departure will leave a gap in the community which it will be hard to fill, though none will grudge him his well-earned rest. Numerous friends, including members of the Council and of the Council's staff, were present on the jetty to bid him farewell.

TIPPING AN M.P.

An amusing incident occurred in the Lobby at Westminster last month. A well-known Scottish Liberal member saw a small company of Japanese visitors in the central hall. They appeared to be very forlorn. No member looked their way, and they had no ticket. "Can I be of any assistance to you?" He was assured that he could. They ardently desired to see their allies at work in Parliament and to see where they smoked and gossiped. The member at once took them in charge, and for a good hour the company had the best of times. Then they all returned to the central hall. Nothing remained but to say good-by. There was a shaking of hands and much fraternal expressions, for the friendly guide is a great man in the promotion of international goodwill. Finally one of the visitors approached him and gave expression once again to the sense of their indebtedness. He did more. As he shook hands he left a florin in the good man's palm!

JOHN GRANT AGAIN.

CHARGED WITH FALSE PRETENCES.

John Grant, formerly a surveyor in the Public Works Department, made his third appearance at the Magistrate's Court yesterday, when he was charged with obtaining one dollar from each of four persons by false pretences. Mr. J. H. Gardiner appeared for the defence.

Mr. Gardiner said the identification had taken place and the defendant was now before the Court.

His Worship (Mr. J. R. Wood)—Are the police ready to go on?

Mr. Gardiner—A week's remand would be convenient to all parties.

Inspector P. O'Sullivan said the defendant went round the village of Au Pui Ling and demanded a dollar from four people—three men and a woman—and told them they would have to get the numbers on their houses repainted. He gave each of them a bit on which was written the number of the house and told them he would send a coolie to have the painting done in two or three days' time. They each paid him a dollar and he left.

P. S. Appleton said he had about twenty other cases from Tsam Tsai Po district.

Inspector O'Sullivan added that the police had been making inquiries in other places, and it appeared that defendant had been round elsewhere.

His Worship, having explained the charge to defendant, asked him if he were guilty or not guilty.

Defendant answered, not guilty.

His Worship said the case would be remanded until Thursday next.

Mr. Gardiner asked for bail.

His Worship asked what the police had to say.

Inspector O'Sullivan said that they did not know the extent of the other charges. About twenty other people had complained that morning.

His Worship fixed bail at \$1,000.

Mr. Gardiner—I want to have the false pretences clearly stated.

His Worship—It shall be, before the case is heard.

Mr. Gardiner—But I must know in time before the work is up.

His Worship—I think I have already clearly stated the false pretences.

Inspector O'Sullivan said that the witnesses did not all say exactly that the defendant said "he was sent." They say he told them they would have to have their numbers repainted. They did not all say that he said he was sent.

Mr. Gardiner—That is not false pretence.

His Worship—The Inspector will put the charge in writing and supply you with it.

Mr. Gardiner—The bail is exceptionally high.

His Worship—I cannot help that.

Defendant was then remanded.

ROYAL HONGKONG GOLF CLUB.

The Captain's Cup was played for at the Happy Valley from the 3rd to the 5th inst. with the following results:—

	Gross.	Handicap.	Net.
* G. M. Dalgety	93	12	81
H. Pinckney	94	10	84
A. W. W. Walkinshaw	85	scotch	85
J. Clark	86	1	85
R. P. Walker	101	14	87
Major Caulfield	95	5	90
Sir J. Fyfe, Bart.	111	18	93

	Gross.	Handicap.	Net.
+ J. Clark	80	1	79
A. C. E. Elborough	94	13	81
A. W. W. Walkinshaw	85	scotch	85
E. P. Walker	101	14	87
Sir J. Fyfe, Bart.	111	18	93
Major Caulfield	95	5	90

* Winner of Cup.

+ Winner of Pool.

A FIRE AT HANKOW.

AN INCIPIENT RIOT.

The fire which destroyed the tea factory of Messrs. Molchanoff, Pechatoff & Co., at Hankow, on the 30th ult., is described by a Hankow contemporary as the largest conflagration which has ever occurred in the British concession there. The British Municipal buildings were badly threatened. The *Hankow Daily News* says:—The inmates of the Municipal Building removed the Council archives and valuable as well as the arms and ammunition stored there to the Victoria Hall, and in this work a company of sailors from S.M.S. *Itia* assisted valiantly. By eleven p.m. the factory and goods, as well as the godown at the back of the Municipal Building were completely gutted, but the adjoining buildings were saved, thanks largely to the fact that no strong wind was blowing, but the work of salvaging was carried on far into the night. This fire is another instance of the inadequacy of the Municipal fire-fighting appliances and the water supply, for had water been forthcoming promptly we have no doubt but that the fire could have been got under without great damage. The police brigade, as we have said, were on the spot with commendable promptitude, but were badly handicapped by the prevailing conditions.

During the course of the conflagration a huge concourse of Chinese assembled, and at one time it looked as though an attempt at looting would be made. In fact a few stones were flung at the German sailors and marines from H.M.S. *Britannia*, one sailor being slightly damaged, and in consequence the volunteers received an intimation that their services might be required. However, the police, backed by a force of native soldiery, maintained order, the latter on one occasion charging the mob and forcing them to the confines of the back streets.

The insurance involved by the fire amounted to Tls. 348,000, distributed as follows:—Rosie, Tls. 3,000; Royal, Tls. 21,000; Hongkong Fire, Tls. 34,000; Phoenix, Tls. 15,000; Norwich, Tls. 15,000; and Alliance, Tls. 150,000.

THE "SPIRIT OF REVOLUTION" IN CHINA.

SHOWING MILITARISM.

Reader's Agency has received particulars of an interesting journey of twelve months' duration which has lately been made in China by Dr. William Edgar Geil, the well-known American traveller, who has already crossed China five times. This last expedition, which was commenced last summer, had for its object a visit to the capitals of all the Chinese provinces, Dr. Geil being anxious to study the new conditions in the various centres of political influence and to complete his investigation and collection of Chinese literature.

Dr. Geil says, in referring to his journey: "One of the things that remain uppermost in my mind is the general spirit of revolution which I met with. By this I do not mean an anti-dynastic or anti-foreign feeling so much as what I would call an 'anti-baby' movement. Particularly among the scholars and thinking men the opinion prevails that China is passing through a critical period of her history, and there is a feeling of resentment that a baby should be on the throne at such a juncture. I did not find a display of antagonism to the Regent, but these Chinese thinkers held that China can never be properly modernised under an infant ruler. They referred to the fact that all China's troubles in modern times have occurred during the reign of the last three Emperors, all of whom were children. Elsewhere I found an anti-dynastic movement.

"Yet I saw no real reason for revolution in China. Quite the contrary. It seems to me that the Government is doing all that is possible. Even to me, who knows China well, the changes are nothing short of marvellous.

"I have attended sittings of various Provincial Parliaments. I have visited schools and other modern institutions all through China, and am surprised at the reality of the desire to bring China up to date. In Kwangsi, the great copper centre of China, I found a large school on the part of the young men to take the full modern curriculum. There I found the youngest Governor of China himself attending classes on international law. His private secretary is a graduate of Cambridge, and two of his secretaries wear no pigtail. Only those who know China can realise what this means. At Kweilin I found in process of construction a large model up-to-date prison. In the remote province of Kwai-Chow I found that the prefect was erecting a great block of almshouses capable of accommodating hundreds of persons, and he had established a school for the training of silkworms."

MILITARY TRAINING.

Referring to the spread of militarism in China Dr. Geil says: "Throughout China the constant military preparations have been a source of wonder to me. Wherever I went I saw evidence of a general plan for the preparation of an enormous army. Not only in the provincial capitals, but in the smaller towns, drilling is in constant progress."

Dr. Geil was in Cheung-tu, the base of operations against Tibet—at the beginning of the year. He says:

"There was great military activity, and I was told by the authorities that 20,000 Chinese troops had been moved into Tibet. Anyhow, Tibet was the chief topic of conversation. It did not come in my way actually to see what the troops were doing, but it is a significant fact that there were fewer troops in China than in any other country I visited. This would seem to indicate that what I was told of the troops having been sent towards Tibet."

GREAT SHIPBUILDER RETIRING.

MR. ALEXANDER CARLISLE OF BELFAST.

Mr. Alexander Montgomery Carlisle, the general manager and chairman of the managing directors of Messrs. Harland & Wolff, the shipbuilders of Belfast, has retired from his position owing to a serious breakdown. All his working life he has been connected with the great firm from which he now retires. He joined as a pupil apprentice in 1870, under the late Sir E. J. Harland, the founder of the business, and passed steadily upwards through all the stages of employment to the highest. But he has worked too hard and with too few holidays, and Nature has now reminded him of her claims. Happily, as he is only fifty-six, he may hope for a long autumn of life in which to enjoy his belated holiday.

Harland & Wolff's has been described by qualified experts as the most complete shipbuilding yard in the world, and it has achieved success in spite of the fact that all its steel and iron and coal—of which commodities its consumption is enormous—has had to be imported.

TWO LARGEST LINERS.

Before surrendering his position Mr. Carlisle completed the arrangements for the launch, a few months hence, of the two greatest vessels the oceans have known—the White Star liners *Titanic* and *Olympic*, each with a tonnage of 46,000 tons. They are much bigger than the *Lusitania* (32,000 tons), but have not her ground-hugging build, having been deliberately designed for a rate of 21 or 22 knots. Comfort, steadiness, and accommodation, rather than speed, were the ends aimed at in their construction.

Mr. Carlisle is a great believer in the big ship. Like Lord Pirrie, his distinguished chief, he thinks that the only fault of the famous *Great Eastern* was that she was before her time. With adequate docks and basins for their housing, he thinks that the ship of heavy tonnage is the ship of the future.

Mr. Carlisle has seen a remarkable growth in the size of Atlantic liners during his long career. The first *Oceanic* he helped to build for the White Star Company had a tonnage of 3,000 tons; the second *Oceanic* was 17,000 tons; the *Adriatic*, the *America*, and the *Rotterdam* (built for different lines) climbed to 25,000 tons; the *Lusitania* and *Mauretania* cradled in other yards grew with 33,000 tons; Harland & Wolff's have now replaced with a *Ritania* Olympic and an Olympic Titanic each of 46,000 tons. Where the competition in size will end nobody can presume to say.

READ ONLY ONE BOOK.

Mr. Carlisle has always combined industry with a vivid Bohemianism. He does not golf, he does not shoot, he does not fish, and he has been heard to declare that he only read one book through in his life; but music, and the theatre, and the talk of artistic clubs have always been the salt of life to him. He was made a Privy Councillor in 1900.

He is not in the least inclined to claim virtues he does not possess, and it is well known that he finds little fault with an address presented to him by an Irish friend in which he was described as "Right honourable, right worshipful, trusty, and well-beloved councillor, orator, statesman, shipbuilder, patron of many virtues [he had 12,000 men under him], monarch among his higher critics, purveyor of good deeds and good wine."

Harland & Wolff's have built many great liners, but no great warships. "The man who makes a watch cannot make a turret clock," is the motto of the firm—otherwise, every man to his own trade. So far as the Royal Navy is concerned they have contented themselves with building gunboats and constructing the machinery for certain great ships of war.

HARBOUR IMPROVEMENT WORKS IN JAPAN.

Although Japan possesses 35 open ports, the bulk of her trade is carried on through the two harbours of Yokohama and Kobe, which together deal with about 80 per cent. of the total foreign trade of Japan. The development of these harbours on modern lines is, however, comparatively recent.

YOKOHAMA HARBOUR.

The first improvement works at Yokohama were started in 1859, and by the year 1896 the harbour was enclosed by two breakwaters, one in front of the harbour, running south-east for a distance of about 5,400 ft., and the other extending north-east to a length of over 6,700 ft., leaving a harbour entrance of 800 ft. in width with a depth of water in the entrance of 35 ft., below low water of spring tides. A training wall over 6,000 ft. in length was also built, the result being to provide safe anchorage over the large water area of 1,270 acres. In connection with this early scheme an iron pier 1,906 ft. long and 65 ft. wide was built, and provision made for the simultaneous mooring of six steamers of 25 ft. draught. These works were soon found to be inadequate to meet the needs of expanding trade, and a reclamation scheme and additional dredging operations were undertaken, as well as the provision of additional warehouses and sheds and new railway communications with the main lines of railway in the Empire. The latter works are expected to be finished in 1913, at a total cost of £1,500,000, and the dredging operations should be completed in the following year. The new authorities are, however, still looking ahead, and are now engaged in the construction of special quays for coasting vessels, the extension of the dockyards, and the construction of a canal between Tokyo and Yokohama which will no doubt be proceeded with sooner or later.

As to the improvement scheme now in hand, it was recognized that in water area Yokohama does not fall behind leading harbours in the East, but in view of the increasing draught of ships it was decided to dredge two-thirds of the harbour to a depth of from 20 ft. to 35 ft. below low water of ordinary spring tides, which would have the effect of enabling 41 vessels up to 20,000 tons to anchor at the same time. That work has made steady progress, and the depth referred to has already been secured over an area of 480 acres. The main dredging plant consists of ordinary bucket and Priestman grab dredgers, but for dealing with the rock formation in certain parts the harbour two Lochs and rock cutters are being employed. The total area of the reclamation, which is a part of the scheme, will be 56 acres of foreshore, and this work will, it is expected, be finished some time next month. The reclaimed land is to be utilized for the construction of quay walls and landing stages, mainly to meet the needs of ocean-going steamers. Fourteen new sheds are to be erected, and 11 of these will be of steel construction with a total area of 353,800 square feet. The foundations for the sheds are being formed by a series of nine piles into the hard bed of the sea, and a frame is being tied in such a manner as to give security against earthquakes and winds.

Special attention is being paid to the arrangements for facilitating the handling of goods to secure prompt loading and despatch. The additional warehouse accommodation will consist of four three-storied iron-frame brick buildings covering an area of 333,359 sq. ft. with a span of 72 ft., each, and here again special features have been imported into the design to make the buildings proof against fire. The cost of the scheme is estimated at £1,500,000, and the works are being carried out by the Japanese Government. Thirty-two electrical cranes of 15 and 10 tons, each, reaching the height of 20 ft., so that locomotives may easily pass under them. Every travelling crane has an arm of 40 ft. to 45 ft. radius, and the radius of the five-ton cranes can be readily adjusted. The rail gauge for the travelling cranes is 13 ft. 6 in., and the total length of the line is over one mile. In addition, there are at present under construction one 50-ton and one 25-ton stationary cranes for the handling of heavy goods. Thirty-two electrical cranes are also included in the equipment.

The power station plant consists of four sets of Dick Kerr dynamos and four sets of compound condensing engines supplied by Messrs. Bellis & Morcom, leaving space for two additional engines and dynamos. Each engine has a capacity of 250 h.p. at normal load. The boilers, six in number, and of the water-tube type, have been supplied by Messrs. Babcock & Wilcox. Additional railways are being constructed to connect the sheds and in front of the warehouses, while in the central part of the yard numerous sidings are being provided to facilitate the handling of freight cars. All the lines are to be connected with the Yokohama Station, and thus will be the direct connection with trunk lines leading to all the principal cities in Japan. With the exception of the special machinery for the power station, some of the cranes, and the dynamos, all the machinery and materials necessary for the construction are of Japanese manufacture.

Kobe Harbour.

Kobe, formerly called Minatogawa, has developed rapidly, and its future is regarded as very hopeful. The original plans for the improvement of the harbour were on a modest scale, but in view of future developments they had to be greatly modified and expanded. In 1907 a sum of £1,500,000 was allocated for harbour reclamation and quay accommodation, and the works are at present under execution. The reclamation will extend over a considerable area of frontage. Moles will be built to a length of 4,000 ft., and the total length of the quay-wall to be constructed will be 9,480 ft. The bottom of the harbour has a substratum of soft mud and sand to a depth of 6 ft. or 7 ft., but it lacks strata of uniform solidity, and in consequence serious difficulties have been experienced in building the foundations of the quay wall. It was finally decided to adopt a series of ferro-concrete caissons for the wall, the skeleton being prepared beforehand and then towed and lowered into the site, and then the external half filled with concrete and the other half with ballast. The depositing dock for this work is being built by the Kawasaki Dockyard, Kobe. The size of the caissons to be used for the quay walls will vary with the depth of water, but the caissons are mostly designed for the depth of 30 ft. high and 22-25 ft. wide. As at Yokohama, the sheds will be of two types of construction, steel and wood, and there will be 19 steel sheds to meet the requirements of ocean traffic. The total area of the sheds will be 602,640 square feet. Provision has been made for the installation of no fewer than 59 electric cranes, which will be of both the stationary and travelling types. These in the latter class will range in capacity from 14 to 5 tons, and stationary cranes of from 30 to 50 tons capacity will be provided at the head of two of the moles. Over 50 electric cranes are also to form part of the equipment.

It will be noted from these brief details that the Kobe harbour improvement scheme is an important one. The two years which have elapsed since the starting of the work have necessarily been occupied in various preparatory arrangements, and consequently no great progress with the actual works can yet be recorded.

However, one-half of the reclamation has been carried out, and the rubble mound and concrete blocks for the outside protection of the eastern extremity mole have also been completed, as well as a part of the superstructure and the landing stage at the foot of another mole. The dredging work in the vicinity of two other moles is also nearly finished. The temporary plans for the construction of ferro-concrete caissons, which form an important preliminary work, are under construction, and will be completed during the present year. It is expected that next year the sinking of these caissons will be effected, and that by 1912 two of the moles will be available for use by ships.—*The Times*.

MEMORIALS TO KING EDWARD.

SIR ERNEST CASSELL'S ANGO-GERMAN SCHHEME.

Berlin, August 16th.

The London Morning Post of the 17th ult. has the following communication from its Berlin correspondent in reference to Sir Ernest Cassel's gift of £200,000:—

In this evening's issue of the *Berliner Tagblatt* Herr Theodor Wolff, editor-in-chief, makes himself responsible for the interesting statement that it is Sir Ernest Cassel's intention to establish an Anglo-German Benevolent Fund and to endow it with a sum of £200,000. It is the donor's desire, according to the *Tagblatt*, at the same time to set up a worthy memorial to the late King Edward, to show his respect for the Emperor William, and to contribute practically towards the improvement of the relations existing between Great Britain and Germany. The scheme is further stated to have been obtained generally at the Courts of the two countries, that the King and Queen of England and Queen Mother and the German Emperor and Empress have already agreed to allow their names to be associated with it, and to favour it with their protection.

I am in a position, through information from an official source, to confirm the announcement that it is Sir Ernest Cassel's intention to give a large sum of money for the establishment of a fund which shall apply in equal measure to both British and German subjects. His proposals reached the Emperor William very long ago and were received by him with keen satisfaction. It seems, however, premature to state that his Majesty has already assumed the office of "Protector" to the fund. Indeed, it appears more likely that the project is not yet sufficiently elaborated to justify the monarch in taking such a step. Moreover, up to the present only the barest facts with regard to the intended scheme have been made known to the public. It is not known, for instance, whether the endowment will be of the amount stated by the *Tagblatt*, nor whether it is to be put to the purposes indicated.

Herr Wolff seems either to have been misinformed or to have drawn false inferences from the communication made to him. He states that it is Sir Ernest Cassel's present intention to "centralise or consolidate" the benevolent institutions which exist for the benefit of Germany, Great Britain and the United States for British subjects resident in this country; but what, as a very large and varied German population live in Great Britain, the British subjects who reside in Germany only number some 17,000 all told, and they are scattered about in small colonies all over the Empire. In Berlin, for instance, there are not more than two or three thousand British subjects, including Colonials. They consist chiefly of business people, students, government, and army and navy, and none of these classes forms a very promising sphere for the exercise of philanthropy. As a matter of fact, the British Relief Association, which exists to deal with them when they crop up, but for a monumental endowment such as mentioned by the *Tagblatt* the cases of indigence which occur in the British Colony here would offer no scope. It is, therefore, seems probable that Sir Ernest Cassel's scheme is more comprehensive and ambitious in its grasp than Herr Wolff has been led to believe.

SHIPPING DISASTER NEAR GIBRALTAR.

A STEAMER SUNK.

FORTY LIVES LOST.

A sad tale of disaster was told when the German steamer *Elia*, of Emsbun, arrived at Gibraltar on the 16th inst. with her starboard bow damaged and forepeak full of water. She had on board seventy-four survivors from the Spanish steamer *Martos*, with which she had been in collision off Tarifa.

The captain of the *Elia* reported that he was coming from Valencia, and that when about thirty-two miles to the west of Tarifa he ran into a vessel, which was subsequently ascertained to be the *Martos*, which had on board eighty-eight passengers and a crew numbering twenty-six.

A dense fog prevailed at the time of the collision. The vessels, which were both going slow on account of the fog, came together with such force that the *Martos* sank thirty-two passengers and nine of the crew being drowned. The remainder were rescued by the *Elia*, and brought to Gibraltar.

The steamer *Martos* belonged to the Valenciana Company and had left Cadix for Malaga the previous evening. She had on board 92 passengers and a crew of twenty-seven, and carried a cargo of a thousand tons of grain.

Thirty-two passengers and nine of the crew were drowned in the collision. Among the passengers on the *Martos* were several merchants and employees of Cadix, Malaga, and Valencia. Don Luis Pons Pla (P.), residing at Madrid, was the only saloon passenger saved. It is reported that the *Martos* was steaming at three-quarters speed and blowing her foghorn when she was struck amidships. The engine-room was at once flooded, and she foundered in three minutes. The passengers were asleep.

The majority of the steerage-men were engaged in the tummy fishery. There was great confusion and panic on board. The *Elia*'s boats were indefatigable in rescuing the survivors, and succeeded in saving altogether thirty-nine men and women and a child and six of the crew. Four of the steerage passengers were injured, and were conveyed to hospital, where they are doing well. The captain of the *Martos*, who was 70 years of age, went down standing on the bridge.

Don Luis Pla stated in an interview that he was sleeping soundly at 2.30 when he was awakened by a great noise. He tried to influence courage into the terrified passengers around him, but the panic was increased by the extinction of the electric light. He succeeded in reaching the dock, and leapt overboard at the instant the vessel sank.

He was twice almost sucked under by the whirlpool caused by the sinking of the *Martos*, but, being a good swimmer, he managed to keep afloat. He heard voices shouting for help on every side. A rocket fired by the *Elia* showed him a tale of cork floating close at hand, and to this he clung until he was picked up by a launch in an exhausted state.

THE INTERPORT SWIMMING CARNIVAL.

THE THIRD DAY.

The N.C. Daily News of the 5th inst. gives the following account of the third day of the Interport Swimming Carnival:—

The Interport Swimming Carnival is over and has ended in a complete victory for Hongkong. The visitors have a champion of extraordinary promise in Logan, who though under fifteen years of age has done time that would place him in the front ranks of amateur swimmers at home. Logan is one of those born swimmers who can accomplish without effort what others cannot do after years of training and practice, and Hongkong has every reason to be proud of him. MacCabe, who is still the best swimmer that Shanghai can put into the water, is a fine competitor, but we must be prepared to find that he cannot repeat the performance of his earlier years; and though Shanghai possesses many other swimmers of more than average accomplishment, it seems obvious that we must look to the younger members of the community if Shanghai is ever to get the better of Hongkong in what we hope will be an annual interport contest. To old and young alike, however, one word of warning may fitly be addressed. It should be regarded as an honour to be selected to compete in Interport events, and rather than jeopardize their chances those upon whom this honour is conferred would be well advised to keep themselves fresh for the principal events during the Interport Carnival. It came as rather a surprise to see members of our team competing in events like bobbing for corks, one length handicaps, and other similar feats which are calculated to rob those who compete of some of their strength and speed in the Interport fixtures.

The final events of the Interport Swimming Carnival were decided at the Municipal Public Bath on Saturday afternoon. Interest in the Carnival had by no means abated, as was evidenced by the large attendance throughout the afternoon. Both sides of the bath were thronged with spectators who applauded each event vigorously, whether it ended favourably or unfavourably to the local swimmers. It is said to relate that all the Interport competitions of the afternoon, with the single exception of the water polo match, ended disastrously for Shanghai. The Hongkong team carried away Shanghai's flag. In every event in which speed in swimming was the main consideration Hongkong won the victory, mainly owing to the splendid performances of T. Logan.

1.—Ladies' Sweepstake Handicap.—Two lengths. First prize presented by the *North-China Daily News*, and second prize presented by H. Arnold & Co., Ltd., Lady's Gold Bracelet presented by the S.I.S.C.

The first event of the afternoon was the final in the Ladies' Sweepstake Handicap. There were four starters: Messrs. Alves, Manley, Martinson, and Prince. A yes, who had a start of three seconds, soon overtook Martinson (Sec), and in the second length it became a race between him and Prince. In a close finish Alves won, his time being 46. Alves was drawn by Miss J. Remedios in the Sweepstake, and she therefore won the gold bracelet presented by the S.I.S.C.

N. H. Alves (3 sec.) 1

E. Prince (scotch) 2

2.—400 YARDS—INTERPORT CHAMPIONSHIP.

1st Prize Presented by H.J. Craig & Co.

2nd S.I.S.C.

In the 400 Yards Interport Championship both teams were represented by two men. Messrs. MacCabe and D. H. Cooke swam for Shanghai, and J. Logan and C. J. Cooke represented Hongkong. The course consisted of thirteen lengths and a quarter. In the first length Logan and MacCabe swam level, with the two Cookes close behind. Logan obtained a slight advantage in the second length, and increased it in the third, leaving MacCabe and D. H. Cooke to struggle for second place. D. H. Cooke then came up to Logan, and actually overtook him in the fifth length, though Logan in the sixth lap got ahead of him again. Logan had a good lead in the eighth length, while D. H. Cooke and MacCabe were again abreast. In the ninth lap MacCabe gained somewhat on Logan, and C. Cooke, who had been taking matters easy from the start, began to put on pace. Length ten saw the latter nearly level with MacCabe, and D. H. Cooke beat him, while Logan, who had been swimming easily up till now rapidly increased his advantage by a faster stroke. C. J. Cooke had caught MacCabe in the eleventh length, and it became evident that there was going to be a fine race for the second place. Logan led by at least a third of a lap in the twelfth length and was still drawing ahead. He was easily and nearly half a length and after a fine finish C. J. Cooke just beat MacCabe.

T. Logan 1

C. J. Cooke 2

R. W. MacCabe 3

Time 5m. 51s.

3.—BOBBING FOR CORKS.

Competitors must not touch corks with hands.

First prize presented by W. Tyler, Esq.

This event caused intense amusement. There were nine competitors and the prize was carried off by E. Prince, with eight corks to his credit.

The remainder were rescued by the *Elia*, and brought to Gibraltar.

The steamer *Martos* belonged to the Valenciana Company and had left Cadix for Malaga the previous evening. She had on board 92 passengers and a crew of twenty-seven, and carried a cargo of a thousand tons of grain.

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The captain of the *Martos*, who was 70 years of age, went down standing on the bridge.

Don Luis Pla stated in an interview that he was sleeping soundly at 2.30 when he was awakened by a great noise.

DRESS REVOLT.

THE NATURAL GOWN.

Mme. Lucile hung all this jumble of clothes on a stand, and then sat down on a little Louis XV. chair to think. And she thought to amazing purpose. Yesterday she displayed what must be the most astonishing gown that has ever been fashioned in London.

GOWNS WHICH WILL STAND FOR WOMAN INCARNATE.

"I have been accused," she continued, "of inventing the 'hobble' skirt. I can prove that that is untrue. I designed the dresses for the 'Arcadians.' They were rather curious dresses

Mme. Lucile turned away and thoughtfully picked up some stray odds and ends of chiffon and silk. And in five minutes—quite lost to the world in her dreams of dress—she had stitched up a frock which was not a frock but a poem. Then she went out into Hanover Square and entered the most magnificent motor-car in London and drove home.—*Daily Express*.

WORLD'S RECORD AT BISLEY

In Mrs. Chapman's twenty-four rounds she only missed the bulls-eye three times, and she has created a new world's record, having made three points more than any lady has ever before compiled in open competition with a service rifle.

Apparently it was a ladies' day, for Miss Ellen S. Seaton made a good 99, and Miss Alice Holmes recorded a creditable 82.

Formosa Channel	...	N.E. wind, fresh.
South coast of China between Hongkong and Lannucks.	{	Same as No. 1
South coast of China between Hongkong and Hainan ..		
		N.E. winds, strong.

SHIPPERS
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HONGKONG.

To ascertain the anchorage of any vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	VIAO & BIO	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, & ANTWERP VIA SINGAPORE, &c...	NUBIA ...	Brit. str.	—	F. J. Fox ...	P. & O. S. N. Co. ...	About 10th inst.
LONDON, &c, via USUAL PORTS OF CALL ...	DELTA ...	Brit. str.	—	B. W. H. Snow ...	P. & O. S. N. Co. ...	On 17th inst., at Noon
HAVRE, BREMEN, & HAMBURG, &c.	SPEZIA ...	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	To-day.
HAVRE, COPENHAGEN	YEDDO ...	Dan. str.	—	—	MELCHERS & Co. ...	To-morrow.
HAVRE, HAMBURG & ANTWERP, &c.	LIBERIA ...	Ger. str.	k. w.	Knaissel ...	HAMBURG-AMERICA LINE	On 14th inst.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP	LIBERIA ...	Ger. str.	k. w.	Wagner ...	HAMBURG-AMERICA LINE	On 2nd Oct.
HAVRE, & HAMBURG VIA STRAITS, &c.	LIBERIA ...	Ger. str.	k. w.	Habel ...	HAMBURG-AMERICA LINE	On 11th Oct.
MARSEILLES, &c, via PORTS OF CALL ...	ABESINIA ...	French str.	—	Barillon ...	MESSAGERIES MARITIMES	On 13th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MYSAKAI MARU	Japan. str.	—	T. Marai ...	NIPPON YUSEN KAISHA	On 14th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CANSAKUNSHIRE	Brit. str.	—	Gregory ...	JARDINE, MATHESON & Co., Ltd.	About 17th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Japan. str.	—	F. E. Cope ...	NIPPON YUSEN KAISHA	On 25th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AMERICA	Ger. str.	k. w.	Deinat ...	HAMBURG-AMERICA LINE	On 4th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	IYO MARU	Japan. str.	—	K. Takada ...	HAMBURG-AMERICA LINE	On 12th Oct., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	C. FRED. LAEISE	Ger. str.	k. w.	Knaissel ...	SANDER, WIELER & Co.	On 23rd Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	VORWARTS	Aust. str.	—	E. Bodnar ...	MELCHERS & Co.	On 29th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BUELOW	Brit. str.	—	H. Formes ...	—	On 21st inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAINT PATRICK	Brit. str.	—	—	DOEWELL & Co., Ltd.	About 10th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EXPRESS OF INDIA	Brit. str.	1 m.	F. S. Cowley ...	DOEWELL & Co., Ltd.	On 27th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTEAGLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 17th inst., at 6 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU	Japan. str.	—	S. Ishikawa ...	NIPPON YUSEN KAISHA	On 9th Nov., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PANAMA MARU	Japan. str.	—	T. Ogata ...	YARDINE, MATHESON & Co., Ltd.	On 13th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INABA MARU	Japan. str.	—	K. Kawura ...	NIPPON YUSEN KAISHA	On 21st inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BUYO MARU	Japan. str.	—	—	NIPPON YUSEN KAISHA	On 11th Oct., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ SIGISMUND	Ger. str.	—	D. Lens ...	TOYO KISEN KAISHA	On 22nd Oct., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAWATA MARU	Japan. str.	—	T. Sekine ...	MELCHERS & Co.	On 11th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKO MARU	Japan. str.	—	M. Yagi ...	NIPPON YUSEN KAISHA	On 50th inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU	Japan. str.	—	H. Fraser ...	NIPPON YUSEN KAISHA	On 23rd Oct., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	COLENZ	Ger. str.	—	H. Raegener ...	NIPPON YUSEN KAISHA	On 15th inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKO MARU	Japan. str.	—	M. Yagi ...	MELCHERS & Co.	About 20th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TIHMAH	Dut. str.	—	Bouman ...	NIPPON YUSEN KAISHA	On 22nd inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHEONGSHING	Brit. str.	—	M. B. Lako ...	JATA-CHINA-JAPAN LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NANSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TRANQUEBAR	Dan. str.	—	—	MELCHERS & Co.	To-day, at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ANHU	Brit. str.	1 m.	—	—	To-morrow.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAKHA ...	French str.	—	Bisterocelli ...	BUTTERFIELD & SWIRE	On 11th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	H. ROSS ...	Brit. str.	—	A. E. Sandbach ...	MESSAGERIES MARITIMES	On 12th inst., P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CYLON MARU	Japan. str.	—	Fred. Pyne ...	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BUIN MARU	Japan. str.	—	Y. Fuseno ...	NIPPON YUSEN KAISHA	On 14th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DELHI ...	Brit. str.	—	G. W. Gordon, R.N.E.	OSAKA SHOSEN KAISHA	On 15th inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	P. E. FRIEDRICH	Ger. str.	—	E. Malchow ...	P. & O. S. N. Co.	About 15th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PALAWAN	Brit. str.	k. w.	C. R. Longdon, R.N.E.	MELCHERS & Co.	About 21st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	C. FRED. LAEISE	Ger. str.	k. w.	Wagner ...	P. & O. S. N. Co.	About 22nd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ARMENIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 27th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TSUKIYONG	Dut. str.	—	A. Bander ...	HAMBURG-AMERICA LINE	On 6th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SOHBU MARU	Japan. str.	—	Y. Yamamoto ...	JAVA-CHINA-JAPAN LINE	Quick despatch

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Szechwan Canton

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MAP OF THE FAR EAST
PLAN OF YOKOHAMA

PLAN OF KOBE AND HYOGO
PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

SHIPPING.

ARRIVALS.
 Anshu, British str., 1,350, J. B. Harris, 8th Sept.—Shanghai 4th September, General—Butterfield & Swire.
 Cowrie, British str., 3,055, J. Falls, 7th Sept.—Singapore 1st Sept., K. Rosen—Oil—Asiatic Petroleum & Co.
 EMPRESS OF INDIA, British str., 5,940, S. Robinson, 8th Sept.—Vancouver, B.C., 17th August, Mads and General—Canadian Pacific Railway Co.
 FAIRBANK, British str., 1,210, H. Malkin, 8th Sept.—Cheriton and Java 29th August, Sugar—Jardine, Matheson & Co.
 FOOKSANG, British str., 1,987, T. A. Mitchell, 8th Sept.—Kobe via Moji 3rd September, General—Jardine, Matheson & Co.
 HAITAN, British str., 1,135, J. W. Evans, 8th Sept.—Coast Ports 7th Sept., General—Douglas, LaPratt & Co.
 HANPI, French str., 639, J. Pannier, 8th Sept.—Haiphong 4th and Hellow 7th Sept., General—A. R. Marly.
 MATHILDE, German str., 831, Chr. Ulderson, 8th Sept.—General and Pige—Jensen & Co.
 NUBIA, British str., 7,000, F. J. Fox, 8th Sept.—Yokohama 2nd Sept., General—P. & O. S. N. Co.
 TRIGONIA, Dutch str., 1,070, Van Oppen, 7th Sept.—Singapore and Amoy 6th Sept., Kerosene Oil—Asiatic Petroleum & Co.
 YU SHUN, Chinese str., 8th Sept.—Canton.

CLEARANCES.
 AT THE HARBOR MASTER'S OFFICE.
 8th September.
 Fukui Maru, Japanese str., for Kobe.
 Haitan, British str., for Swatow.
 Lightning, British str., for Singapore.
 Namsang, British str., for Shanghai.
 Samia, German str., for Haiphong.
 Sungkang, British str., for Amoy.
 Trigonina, Dutch str., for Singapore.

DEPARTURES.
 8th September.
 ALESIA, German str., for Shanghai.
 AMIGO, German str., for Swatow.
 ANHUI, British str., for Canton.
 C. DIEDERICHSEN, German str., for Hoihow.
 CHINHA, British str., for Shanghai.
 COLOMBO MARU, Jap. str., for Singapore.
 Cowrie, British str., for Shanghai.
 HONGKONG, French str., for Haiphong.
 KAGA MARU, Japanese str., from Moji.
 MENELAUS, British str., from Shanghai.
 NANCHANG, British str., for Tsingtau.
 NORE, British str., for Shanghai.
 PAKHOI, British str., for Swatow.
 PHRANANG, German str., for Bangkok.
 YU SHUN, Chinese str., for Shanghai.

SHIPPING REPORTS.
 The Brit. str. Anshu reports: Strong N.E. wind.
 The French str. Hanoi reports: Strong breeze in the Tonkin Gulf.
 The Brit. str. Haitan reports: Had moderate N.E. breeze and cloudy, clear weather.

VESSELS IN DOCK.
 September 8th.
 TAIKOO DOCK.—
 Anshu at No. 2 Slip.
 Hanoi at No. 1 Slip.
 Hanoi at No. 1 Slip.
 Hanoi at No. 1 Slip.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.
 The E. & A. str. Eastern from Sydney, &c., left Manila on the 5th inst., morning, for this Port.
 The E. & A. str. Aldenham left Sydney on the 5th inst. for Queensland Port, Manila and this Port.

THE FRENCH MAIL.
 The M.M. str. Yava, with the French Mail of the 14th ultimo, and mails from London of the 13th ultimo, will leave Saigon on the 9th inst., at 3 p.m., and is expected to arrive here on the 12th inst. at daylight.

THE INDIAN MAIL.
 The Indo-China str. Lataing from Calcutta and the Straits left Singapore for this Port on the 6th inst.

THE AMERICAN MAIL.
 The P.M. str. Mongolia is due to arrive at Hongkong on the 12th inst., at noon.
 The T.K.K. str. Tuyo Maru left Yokohama on the 5th inst., and is due to arrive at this Port on the 13th inst.
 The T.K.K. str. Nippon Maru sailed from San Francisco on the 6th inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 4th prox.

MERCHANT STEAMERS.
 The H. Line str. Spesia left Kobe via Fookchow on the 1st inst. a.m., and may be expected here to-day.
 The I.G.M. str. Prinz Sigismund left Kobe on the 4th inst., at 5 a.m., and may be expected here to-day a.m.
 The Mergal Line str. Patten sailed from the United Kingdom on the 2nd ultimo for Hongkong via Straits.

THE O.S.K. str. Panama Maru left Tacoma for this Port via Japan and Manila on the 5th ultimo, and is expected to arrive here on or about the 13th inst.

THE N.Y.K. str. Ceylon Maru (Bombay Line) left Bombay for this Port via Colombo and Singapore on the 26th ult., and is expected here on the 13th inst.

THE O.S.K. str. Seattle Maru left Tacoma, Wash., for this Port on the 20th ultimo, and is expected to arrive here on or about the 27th inst.

PASSENGERS.

ARRIVED.
 Per Anshu, from Shanghai: Messrs A. Robertson, H. Madison and Tait.
 Per Haitan, from Coast Ports: Mrs. and Miss Hanco, Misses Carvalho (4), Mrs. Miss and Master Thom, Messrs Thomas, Hargreaves and Law.

Per Empress of India, from Vancouver, &c., Mr. C. C. Lyde, Miss C. E. Jackson, Mr. C. P. Coan, Mr. C. T. Durrell, Mrs. Durrell, Mr. H. Leonard, Miss M. E. Billings, Rev. C. A. Burgess, Mrs. Burgess, Miss G. M. Hald, Mr. and Mrs. Milford, Major F. C. Sandbourne Palmer, Mrs. J. B. Saunders, Mr. P. T. Tester, Comdr. George Trowby, Eng.-Comdr. F. C. Williams, Paymaster H. G. Wilson, Lt. Albert E. Dixie, Eng.-Lt. W. C. Koppel, Lieut. E. L. Wharton, Lt. D. W. S. Douglas, Lt. P. W. S. King, Lt. A. Johnston, Lt. P. O. Bridgeman, Asst.-Paymaster Robertson, Asst.-Paymaster C. K. Lloyd, Mr. Patrick Cushman, Lt. Gillespie Rents, Capt. E. S. Fitzherbert, Mr. O. L. L. Williams, Dr. J. B. Saunders, Mr. J. F. Sharpe, Mr. Weglin, Mr. A. E. Robson, Mr. James D. Logan and son, Mr. Th. T. Logan, Mr. Wm. Hall, Mr. D. K. Blair and Mr. J. R. Price.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
**VICTORIA, VANCOUVER, B.C.
 & SEATTLE**
 VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
* SUVERIC	6,232	F. S. Cowley	27th September.
* KUMERIC	6,232	G. B. McGill	20th October.
* AYMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.

* These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.

Hongkong, 9th September, 1910.

**CANADIAN PACIFIC RAILWAY CO'S
 ROYAL MAIL STEAMSHIP LINE.
 "EMPRESS LINE."**

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 2 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong. "EMPRESS OF INDIA" SAT., 17th Sept. "EMPRESS OF JAPAN" SAT., 8th Oct. "EMPRESS OF CHINA" SAT., 29th Oct. "MONTEAGLE" TUESDAY, 8th Nov. From Quebec. "ALLAN LINE" FRIDAY, 14th Oct. "EMPRESS OF IRELAND" FRIDAY, 4th Nov. "ALLAN LINE" FRIDAY, 25th Nov. From St. John, N.B. "EMPRESS OF BRITAIN" FRIDAY, 16th Dec. "ALLAN LINE" FRIDAY, 13th Jan.

"Empress" Steamships leave HONGKONG at 5 P.M. "Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA AND VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Pacific "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. 1st Class via Canadian Atlantic Ports or New York \$7.10 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$7.10 Intermediate (on Steamers) \$43. 1st Class via Canadian Atlantic Ports or New York \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Ministers, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Fodder Street and Praya, opposite Blake Pier.

**PENINSULAR & ORIENTAL
 STEAM NAVIGATION CO.**

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
 THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to Marseilles & London	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
DELHI	February 4	MANTUA	March 4	March 10
ARCADIA	February 18	MALWA	March 18	March 24
ASSAYE	March 4	MACEDONIA	April 1	April 7
MARMORA	March 18	(Through Steamer calling at Bombay)	April 15	April 21
DEVANHA	April 1	MOEDAVIA	April 29	May 5
DELHI	April 15	MONGOLIA	May 13	May 19
ASSAYE	April 29	MOREA	May 27	June 2
DELTA	May 13	MOOLTAN	June 10	June 16

2. Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):
 1st SALOON \$7.10 SINGLE \$106.14 RETURN.
 2nd \$4.88 \$72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave HONGKONG	Due LONDON
* SUNDIA	January about	25 March
* NUBIA	February about	8 March
* SYRIA	March about	8 April
* NORE	March about	22 May
* PALAWAN	April about	5 May
* BORNEO	April about	19 June
* SICILIA	May about	3 June
* SUMATRA	May about	31 July
* NILE	June about	14 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at Marseilles

FARES TO LONDON (Including Surtax):
 1st SALOON \$5.50 SINGLE \$82.10 RETURN.
 2nd \$3.10 \$57.4

* Carry 1st and 2nd Saloon Passengers.

For further Particulars, apply to—

E. A. HEWETT,
 SUPERINTENDENT.

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**NORDDEUTSCHER LLOYD. BREMEN
 IMPERIAL GERMAN MAIL
 LINES.**

FOR	STEAMERS	TONS	TO SAIL.
MANILA, ANGAUR, YAP, MAROUN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	6,000	Sunday, 11th Sept., at 10 A.M.
YOKOHAMA & KOBE	"COBLENZ"	6,750	About 20th September.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"BUELOW"	16,900	Thursday, 21st Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ EITELFRIEDRICH"	16,000	About 21st Sept.
KUDAT and SANDAKAN	"BORNEO"	5,050	End of September

* Fitted with wireless Telegraphy New System of Telefunken.
 For further Particulars, apply to

**NORDDEUTSCHER LLOYD,
 MELOHRS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.**

Hongkong, 8th September, 1910.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"YARBA"	Capt. Ristorcelli On 12th Sept., P.M.
MARSEILLES VIA PORTS	"V. DE LA CLOTAT"	Capt. Barillen On 13th Sept., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"OCEANIC"	Capt. Seller On 26th Sept., P.M.
MARSEILLES VIA PORTS	"TOURANE"	Capt. Lancelotti On 27th Sept., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For further Particulars, apply to—

P. THOMAS, AGENT,

Queen's Building.

Hongkong, 31st August, 1910.

NOTICES TO CONSIGNEES

**SOCIETA ANONIMA NAZIONALE DI
 SERVIZI MARITIMI**
 SEDE IN ROMA.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI," having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo Ex. S.S. "Göteborg" from Göteborg.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 5th September, 1910. [1027]

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"BLOEMFONTEIN," having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 12th inst., at 2.30 P.M.

All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 9.30 A.M.

All Claims must reach us before the 17th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo Ex. S.S. "Dandolo" from Venice.

Transhipped at Port Said.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents

Hongkong, 6th September, 1910. [5]

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd., Agents.

Hongkong, 30th August, 1910. [18]

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Bangkok, Madras and Mauritius.)

THE Steamship

"LIGHTNING," Captain E. P. Smith, will be despatched for the above Ports TO-DAY, the 9th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd.

Hongkong, 7th September, 1910. [1011]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

For BOSTON AND NEW YORK, S.S. SAINT PATRICK, About 10th Sept.

For Freight and further information, apply to DODWELL & Co., Ltd.

Hongkong, 5th September, 1910. [963]

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITIMI

SEDE IN ROMA.

STEAM FOR BOMBAY.

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN, and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAHRAIN, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI," Captain Moreau, will be despatched as above on TUESDAY, the 13th Sept., at Noon.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co.

Hongkong, 9th September, 1910. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA," Captain B. W. H. Snow, carrying His Majesty's Mail, will be despatched from this Port for Bombay, &c., on SATURDAY, the 17th September, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOOLTAN," 9,621 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valambers, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "PREZIA," due to London on the 15th October, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 5th September, 1910. [1]

SHIRE LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARNARVONSHIRE," Captain Gregory, will be despatched as above on or about the 17th September.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.

Hongkong, 31st August, 1910. [999]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZILS to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS.)

THE Company's Steamship

"VOBWAERTS," Captain Bodnar, will be despatched as above on THURSDAY, the 29th Sept.

This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.

For information as to Passage and Freight apply to SANDER, WIELER & Co., Agents.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, Port Said and MARSEILLES	NUBIA Capt. J. P. Fox	About 10th Sept.	Freight and Passage.
SHANGHAI	DELHI Capt. G. W. Gordon, R.N.E.	About 15th Sept.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELTA Capt. B. W. H. Snow	Noon, 17th Sept.	See Special Advertisement.
SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA	DELTA Capt. C. E. Longden, R.N.E.	About 22nd Sept.	Freight and Passage.

For further Particulars, apply to
H. A. HEWETT, Superintendent
Hongkong, 9th September, 1910.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
ILOILO & CEBU via AMOY	"SUNGKIANG"	On 9th Sept., 4 P.M.	
SWATOW, CHEFOO & TIENTSIN	"BUICHOW"	On 10th Sept., 4 P.M.	
SHANGHAI	"ANHUI"	On 11th Sept., D light.	
DIRECT SAILINGS TO WEST RIVER	Twice Weekly		
S.S. "LINTAN" and S.S. "SANUI"			

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FAIRER, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINUA," and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
HONGKONG, 9th September, 1910.

BUTTERFIELD & SWIRE, AGENTS. Telephone 35. 10.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.	FOR	STEAMERS	TO SAIL	REMARKS
	SWATOW, AMOY AND FOCHOW AND RETURN.			
	Occupying 9 to 10 Days.			
	STEAMSHIPS	CAPTAIN	LEAVING.	
	"HAITAN"	Capt. J. W. Evans	FRIDAY, 9th Sept., at 10 A.M.	
	"HAIVANG"	Capt. A. E. Hodgins	TUESDAY, 13th Sept., at 10 A.M.	
	For SWATOW AND RETURN.			
	Occupying 3 Days.			
	"HAICHING"	Capt. W. O. Passmore	SUNDAY, 11th Sept., at 11 A.M.	
	"HAIMUN"	Capt. A. H. Stewart	THURSDAY, 15th Sept., at 10 A.M.	

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Month of September, a Special Reduction of 20% on Fares to Fochow and Return will be allowed.

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.
Hongkong, 9th September, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	On 10th Sept.
HAYRE and COPENHAGEN	"YEDDO"	On 10th Sept.

For Further Particulars apply to
HONGKONG, 5th September, 1910.

MELOHERS & CO., AGENTS. 6

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)	STEAMERS	TO SAIL	REMARKS
SHANGHAI, KOBE & MOJI	"NANSANG"	Friday, 9th Sept., Noon.	
MANILA	"YUENSANG"	Friday, 9th Sept., 4 P.M.	
SHANGHAI via NINGPO	"HANGSANG"	Tuesday, 13th Sept., D light.	
SINGAPORE, PENANG & CALUTTA	"FOOKSANG"	Wednesday, 14th Sept., Noon.	
TIENTSIN	"CHEONGSHING"	Thursday, 15th Sept., Noon.	
MANILA	"LOONGSANG"	Friday, 16th Sept., 4 P.M.	

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 215, Sal. Exch. 4.

For Freight or Passage, apply to—
JARDINE, MATHESON & Co., LTD., GENERAL MANAGER
Hongkong, 8th September, 1910.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, KOBE & YOKOHAMA:	For HAVRE, BREMEN & HAMBURG:
S.S. C. FRED. LAEISZ 27th Sept.	S.S. SPEZIA 9th Sept.
S.S. ARMENIA 6th Oct.	For HAVRE, HAMBURG & ANTWERP:
S.S. SENEGAMBIA 21st Oct.	S.S. LIBERIA 14th Sept.
S.S. SILESIA 4th Nov.	For HAVRE, ROTTERDAM, HAMBURG & ANTWERP:
S.S. SUEBIA 16th Nov.	S.S. BADENIA 2nd Oct.
S.S. ARABIA 30th Nov.	For MARSEILLES, HAVRE & HAMBURG:
S.S. SCANDIA 15th Dec.	S.S. AMERICA 4th Oct.
	For HAVRE & HAMBURG:
	S.S. ALESIA 11th Oct.
	For MARSEILLES, HAVRE & HAMBURG:
	S.S. C. FRED. LAEISZ 23rd Oct.

Further Particulars, apply to—
HONGKONG, 7th September, 1910.

HAMBURG-AMERIKA LINIE, Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR	REGULAR SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).	
	1910.
S.S. BUJO MARU	10,500 tons gross
S.S. HONGKONG MARU	11,000 "
S.S. KIYO MARU	17,200 "

Sail Oct. 22nd, at Noon.
Dec. 21st, at Noon.
About Mid. Feb. 1911

For particulars apply to
N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.
Hongkong, 1st September, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

DESTINATIONS	STEAMERS	TONS	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	MIYAZAKI MARU Capt. T. Murai	9,000	WED'DAY, 14th Sept., at Daylight
	KITANO MARU Capt. E. E. Cape	9,000	WED'DAY, 28th Sept., at Daylight
	IYO MARU Capt. R. Takeda	7,000	WED'DAY, 12th Oct., at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nago	7,000	SATURDAY, 8th Oct., from Kobe
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 13th Sept., at 4 P.M.
	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 11th Oct., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekino	5,000	FRIDAY, 30th Sept., at Noon
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 28th Oct., at Noon
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. Fred. Pym	6,000	WED'DAY, 14th September
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser	7,000	THURSDAY, 15th Sept., at 5 P.M.
SINGAPORE, COLOMBO and BOMBAY	TOSA MARU Capt. Y. Nomura	6,000	FRIDAY, 23rd September
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 28th Sept., at Noon

+ Omitting Keelung and Shimizu. = Calling at Saigon.
\$ Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

CHEAPEST SUMMER RATES

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.				
SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.				
	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.
Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, etc., apply to
T. KUSUMOTO, MANAGER. [13-125
Hongkong, 7th September, 1910.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Rodger	Manila	On 10th Sept., Noon.
ZAFIRO	2540	A. Fraser	Manila	On 17th Sept., Noon.

For Freight or Passage apply to
HONGKONG, 5th September, 1910.

SHEWAN TOMES & Co., General Managers.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	Second half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJILATJAP	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIBODAS	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.
York Buildings, 1st Floor.
Hongkong, 7th September, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WED'DAY, 21st Sept., at Noon
	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 5th Oct., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW & AMOY	"JOSHIN MARU" Capt. H. MURAYAMA	SUNDAY, 11th Sept., at 10 A.M.
ANPING via SWATOW & AMOY	"SOSEHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 14th Sept., at Noon
SHANGHAI via SWATOW, AMOY & FOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 15th Sept., at Noon

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Fochow during the month of September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NIPPON KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS.	2nd CLASS.	3rd CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed, Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER
7031

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Chief Office: LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRAINS. SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS for the OBERAMMERGAU PASSION PLAYS of 1910, and the ANGLO-JAPANESE EXHIBITION of 1910.

Head Office for the Far East:—
16, DES VOEUX ROAD, HONGKONG.
662

Japan Office:—
32, WATER STREET, YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VOEUX ROAD.

[532]

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING, TOP FLOOR. TELEPHONE 960.

JUST NOW FOR SALE:

**5 FIELD FORGES,
1 COLLECTION IMITATION
JEWELLERY,
AND SOME OTHER SMALL CONSIGNMENTS.**

PLEASE APPLY TO MY OFFICE.

[431]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Chonan*, with the Siberian mail, is due to arrive at Hongkong on Sunday, the 11th inst.
The *Yarra*, with the French mail of the 12th August, leaves Saigon on Friday, the 9th inst., at 3 a.m., and may be expected here on or about Monday, the 12th inst.

FOR	PREP.	DATE.
Swatow, Amoy and Foochow	Haitan	Friday, 9th, 9.00 A.M.
Haifong	Sambie	Friday, 9th, 9.00 A.M.
Shanghai, Kobe and Moji	Namsang	Friday, 9th, 11.00 A.M.
SIBERIAN MAIL TO EUROPE		
Singapore, Penang and Calcutta	Lightning	Friday, 9th, 11.00 A.M.
Sourabaya	Shinichiku Maru	Friday, 9th, 1.15 P.M.
Manila	Sui Tai	Friday, 9th, 3.00 P.M.
Amoy, Hoio and Cebu	Sungking	Friday, 9th, 3.00 P.M.
Kobe	Fukui Maru	Friday, 9th, 5.00 P.M.
Holhow and Port Coubot	Holstein	Friday, 9th, 5.00 P.M.
Manila	Bubi	Saturday, 10th, 11.00 A.M.
Swatow, Cebu and Tientsin	Sui Tai	Saturday, 10th, 1.15 P.M.
Swatow, Singapore and Bangkok	Huichow	Saturday, 10th, 5.00 P.M.
Hongkong	Penglong	Saturday, 10th, 5.00 P.M.
	Onsang	Saturday, 10th, 5.00 P.M.

SIBERIAN MAIL TO EUROPE

Manila, Angaur, Yap, Friedrich Wilhelmshafen, Rabaul, Herbertshöhe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Prins Sigismund	Sunday, 11th, 9.00 A.M.
Pakhoi and Haiphong	Mathilde	Sunday, 11th, 9.00 A.M.
Swatow	Hoichang	Monday, 12th, 11.00 A.M.
Singapore, Penang and Bombay	Chapi	Monday, 12th, 5.00 P.M.
Ningpo and Shanghai	Huichang	Tuesday, 13th, 9.00 A.M.
Swatow, Amoy and Foochow	Haifang	Tuesday, 13th, 5.00 P.M.

EUROPE, &c. INDIA VIA TUTICORIN.
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Singapore, Penang and Calcutta	Fooksang	Wednesday, 14th, 11.00 A.M.
Swatow	Hatman	Thursday, 15th, 9.00 A.M.
Tientsin	Chengshing	Thursday, 15th, 11.00 A.M.
Manila	Loong-ang	Friday, 16th, 3.00 P.M.

KEELUNG, SHANGHAI, NAGASAKI, KOBÉ, YOKOYAMA, YOKOHAMA, HONOLULU & SAN FRANCISCO

Port Darwin Thursday Is. Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	St. Albans	Saturday, 17th, 10.00 A.M.
EUROPE, &c. INDIA VIA TUTICORIN. (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday, the 16th inst., at 5 P.M.	Delta	Saturday, 17th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBÉ, YOKOYAMA, VICTORIA & VANCOUVER (B.C.) SIBERIAN MAIL TO EUROPE

Manila, Moji, Kobe, Yokohama, Hakodate, and Portland	Ryuga	Saturday, 17th, 5.00 P.M.
EUROPE, &c. INDIA VIA TUTICORIN. (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Buclov	Saturday, 17th, 10.00 A.M.

ELECTRIC IRONS

INDISPENSABLE TO EVERY HOUSEHOLD.

THE MISTRESS THE MASTER THE AMAN
can iron her own delicate
can iron his own
can do all other ironing in
half the time and without
grumbling.

The only CLEAN method of Ironing.

The only HEALTHY method of Ironing.

The only CONVENIENT method of Ironing.

CLEAN because the Iron is Nickel Plated and does not require to be placed over fires.
HEALTHY because you dispense with the necessary for stifling fires, and in the height of summer ironing can be carried on in a pleasant room without inhaling the poisonous fumes given off by gas or charcoal irons.

CONVENIENT because the Iron is always ready for immediate use, can be connected to any convenient lampholder, and heats up within a couple of minutes.

CAN BE USED FOR SEVERAL HOURS FOR TWENTY CENTS.

WILLIAM C. JACK & CO., LTD.,

Electrical Engineers,

14, DES VŒUX ROAD CENTRAL, HONGKONG.

SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 8TH, 1910.

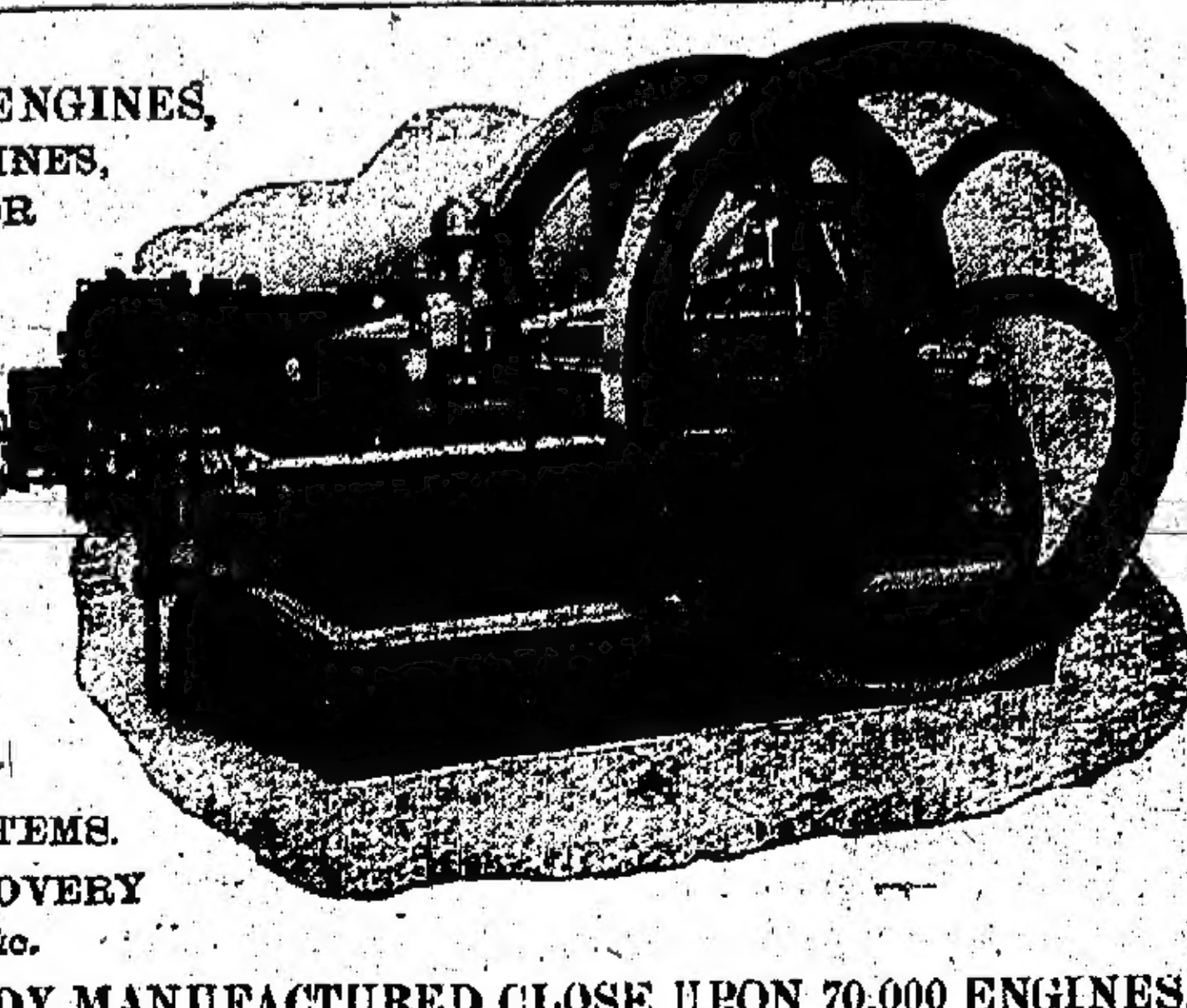
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$830, buyers
National Bank of China, Limited	99,925	\$7	all	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	6,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$8, sal. & buy.
China Light and Power Company, Limited	50,000	\$10	\$10	\$1, sal.
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, buyers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 10	Tls. 10	\$5.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 57.
Laon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
DAIRY FARM COMPANY, LIMITED	40,000	\$7 1/2	\$6	\$19, buyers
DOCKERS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$53, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$54	\$54	\$59, sellers
New Amoy Dock Co., Limited	10,000	Tls. 100	Tls. 100	Tls. 76.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 116, x. div.
Shanghai and Hongkong Wharf Co., Ltd.	55,000	Tls. 100	Tls. 100	Tls. 116, x. div.
NEWBURY & CO., LIMITED	38,000	\$25	\$25	\$9, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$5, sellers
HONGKONG AND CHINA GAS CO., LIMITED	7,000	\$10	\$10	\$205.
HONGKONG ELECTRIC CO., LIMITED	40,000	\$10	\$10	\$20, buyers
HONGKONG HOTEL COMPANY, LIMITED	12,000	\$50	\$50	\$104, sellers
HONGKONG ICE COMPANY, LIMITED	8,000	\$25	\$25	\$82, sellers
HONGKONG ROPE MANUFACTURING CO., LIMITED	5,000	\$25	\$25	\$135.
H'KONG SOUTH CHINA STEAM FISHERIES CO., LTD.	60,000	\$10	\$10	\$21, sellers
INSURANCE CO.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$180, sal. & buy.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$114, buyers
China Traders Insurance Co., Limited	24,000	\$35.35	\$25	\$87.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$35, buyers
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115, buyers
Yongtze Insurance Association, Limited	12,400	\$250	\$100	\$825, sellers
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$10	\$100	\$101, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$30	\$32.
Kowloon Land and Building Co., Ltd.	6,000	\$50	Tls. 50	Tls. 112.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	\$50	\$39.
West Point Building Co., Limited	12,500	\$50	\$50	\$39.
Mining.				
Société Française des Carrières du Tonkin	16,000	Fcs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$74, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$14, sellers
Philippines Co., Limited	50,000	\$10	\$1	\$10, sellers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$160, sellers
Luon Sugar Refining Co., Limited	7,000	\$100	all	\$25, sellers
ROBINSON PIANO CO., LIMITED	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$10, sales
Douglas Steamship Co., Limited	20,000	\$50	all	\$26, buyers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$32, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	\$5	\$60, £/den
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$6.
Star Ferry Company, Limited	2,000,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$12, sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$5, sales
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10
Wm. Powell, Limited	15,000	\$7	\$7	\$14
Watkins, Limited	10,000	\$10	\$10	\$63, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$12, buyers
Weissmann, Limited	3,000	\$10	\$10	\$114, sellers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$30.
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$8, buyers
RUBBERS.				
Anglo-Malaya	750,000	2/-	all	6/-
Balgonies	1,500,000	2/-	all	25/-
Batu Tiges	151,200	\$1	all	\$144 (Sta.)
Bukit Kajangs	70,000	\$1	all	100/-
Castelfields, fully paid	80,000	\$1	all	63/-
Cheviots	30,000	\$1	all	120/-
Eastern and International	70,000	\$1	10/-	21.3 prem.
Highlands and Lowlands	250,000	\$1	all	6.3 prem.
Kamunings	507,143	\$1	all	6.3 prem.
Kuala Lumpur	1,825,000	\$1	all	—
Labas	100,000	2/-	all	—
Leabury's	100,000	\$1	all	90/-
Linggis	900,000	2/-	all	55/-
London Asiatics	1,266,000	2/-	all	13/-
London Ventures	—	—	all	6/-
Merlemaus	1,750,000	2/-	all	7/5.
Pegohs	—	—	all	\$28 (Sta.)
Sandayoroffs	50,000	\$2	all	\$31, x. div. (Sta.)
Sapongs	100,000	\$1	all	72/-
Shelfords	65,000	\$2	all	\$14 (Sta.)
Singapore and Johore	125,000	\$2	all	13/-
Sumatra Pans	95,000	2/-	all	—
Sungel-Kopars	90,000	2/-	all	—
United Serdangs	170,000	\$1	all	120/-

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share-Brokers.

CROSSLEY BROTHERS, LTD. OPENSHEAW, MANCHESTER.

MAKERS OF:
GAS & OIL ENGINES,
MARINE ENGINES,
MOTORS & MOTOR
CARS,
GAS PLANTS
FOR
POWER
AND HEATING
PURPOSES, TO
WORK WITH ALL
KINDS OF FUEL.
SUCTION
AND
PRESSURE SYSTEMS.
AMMONIA RECOVERY
PLANTS, &c.
HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.
SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT
WORK IN THE COLONY.
AGENTS FOR HONGKONG & SOUTH CHINA:
W. R. LOXLEY & CO.,
YORK BUILDINGS.



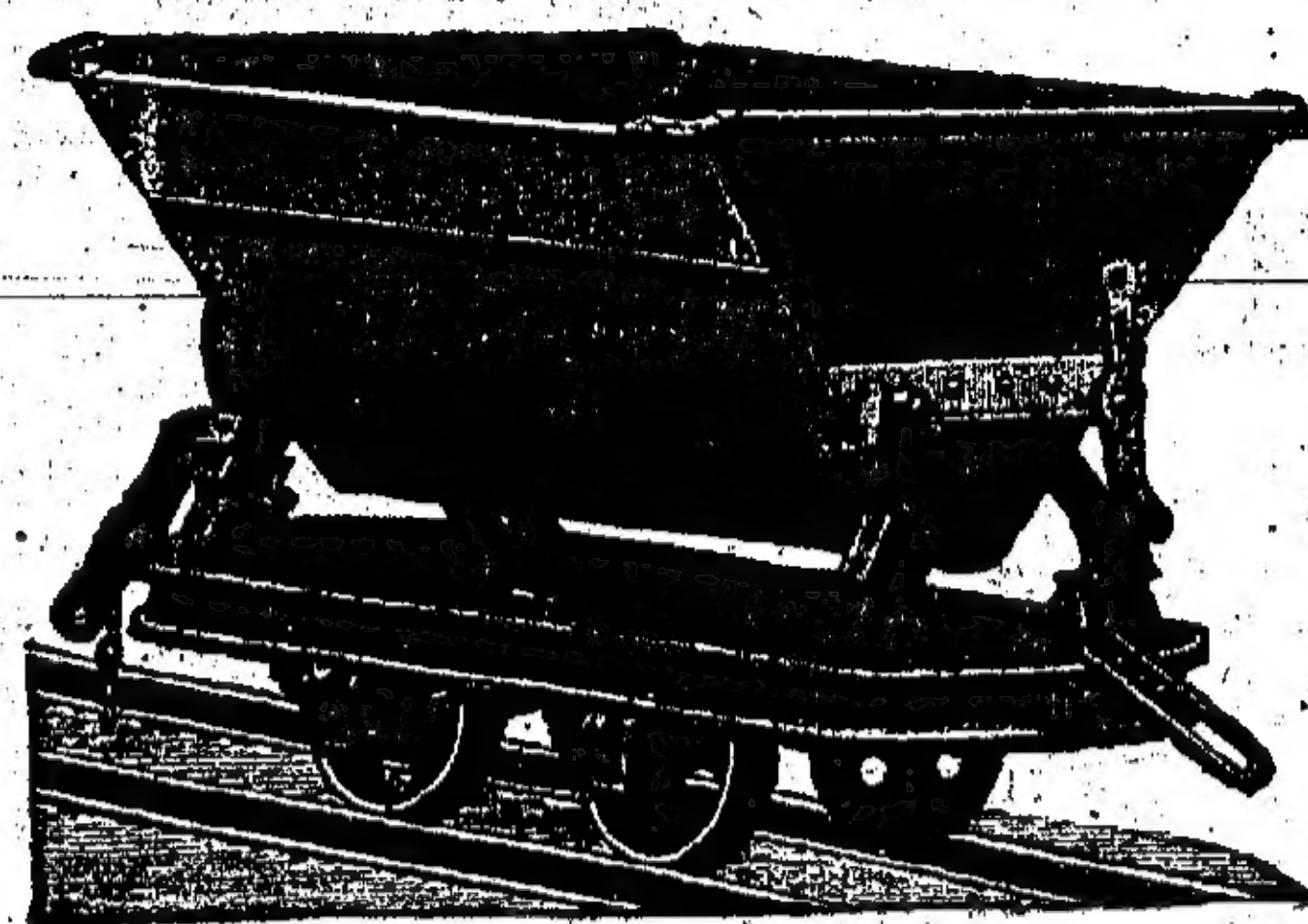
Orenstein & Koppel,

Berlin, London, Calcutta, etc.,

MANUFACTURERS OF

Portable and Permanent Railways,

Materials of every description for full size and small gauge Railways, as



Locomotives, Passenger and Goods Carriages.

Rails of various gauges, as well as Track, Switches, Turntables.

Tipping Cars, Bogies, Signals, etc., etc.

Also Implements and Tools for Railway Construction and other purposes.

Always in Stock at Shanghai and Hongkong.

General Agents for China:

SIEMSEN & CO.,

Machinery Dept.

Hongkong and Canton.

[860-3]

TO-DAY

9 P.M.—Warwick Major's Comedy Co., at Theatre Royal—"You Never Can Tell."

FORTHCOMING EVENTS.

Saturday, 10th Sept.—Ordinary Half-Yearly Meeting of Hongkong Hotel Co., Ltd., 12.30 P.M.
Saturday, 17th Sept.—Eighteenth Half-Yearly Drawing of Sixty-Five Debentures of Hongkong Club, 11 A.M.
Saturday, 17th Sept.—Ninth Ordinary Annual Meeting of China Light and Power Co., Ltd., Noon.
Tuesday, 20th Sept.—Extraordinary General Meeting of Hongkong Club, 5.15 P.M.
Saturday, 24th Sept.—Ordinary General Meeting of Douglas Steamship Co., Ltd., Noon.

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

September 8th.

ON LONDON—	
Telegraphic Transfer	19 1/2
Bank Bills, on demand	19 1/2
Bank Bills, at 30 days' sight	19 1/2
Bank Bills, at 4 months' sight	19 1/2
Credit, at 4 months' sight	19 1/2
Documentary Bills 4 months' sight	19 1/2
ON PARIS—	
Bank Bills, on demand	226
Credit, at 4 months' sight	230
ON GERMANY—	
On demand	183
ON NEW YORK—	
Bank Bills, on demand	45 1/2
Credit, at 60 days' sight	44 1/2
ON BOMBAY—	
Telegraphic Transfer	133 1/2
Bank, on demand	133 1/2
ON CALCUTTA—	
Telegraphic Transfer	133 1/2
Bank, on demand	133 1/2
ON SHANGHAI—	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
YOKOHAMA—On demand	67 1/2
ON MANILA—On demand—Pescos	37 1/2
ON SINGAPORE—On demand	76 1/2
ON BATAVIA—On demand	107 1/2
ON HAITHONG—On demand	14 1/2, p.m.
ON SAIGON—On demand	14 1/2, p.m.
ON HONGKONG—On demand	65 1/2
Sovereigns, Bank's Buying Rate	\$11.15
Gold Leaf, 100 fine, per tael	\$59.50
SILVER, per oz.	24 1/2

SUBSIDIARY COINS.

	per cent
Chinese	20 cents pieces.....\$4.88 discount.
Chinese	10 ".....\$5.90
Hongkong	20 ".....\$4.72
Hongkong	10 ".....\$5.84

OPIUM.

Quotations are:—	September 8th.
Malwa New	\$1,900/1,950 per picul.
Malwa Old	\$1,960/2,000 "
Malwa Older	\$2,010/2,050 "
Malwa V. Old	\$2,060/2,100 "
Persian fine quality	\$1,400/1,500 "
Persian extra fine	\$1,900 "
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STEAMERS PASSED THE CANAL.

Aug. 25th—C. Ferd. Lavis, Huisson, Nippon, Palawan, Sithonia, Amiral Euzemans, Indragades, 30th—Beaudier, Prins Sigismund, Bonaldi, Sava Maru, Wylene, September 2nd—Beynadi, Bravilica, China, Kaga Maru, Keenun, Krist, Machoon, Moynue, Oceanica, Fushuwa, Tongo Maru, Pacifica, 6th—Hyson, Monmouthshire, Thesus, Armenia.

ARRIVALS AT HOME.

September 6th—Alicious, Inverclyde.

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